

COUNTRY

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TOPIC Brandis Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 13 November to 10 December 1952

DATE OBTAINED 25X1 DATE PREPARED 21 January 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. During the period from 13 November through 10 December 1952, the following activities were observed at Brandis airfield:

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13 November. At 10 a.m., LI-2 [ ] took off for a local training flight. When circling the field for a second time, the plane approached the installation from the east at an altitude of about 500 meters. A parachutist jumped from the plane and landed in the fields outside the newly constructed fence. When the plane flew another and larger circle over the field, it dropped nine parachutists at an interval of about one second each. They also landed outside the fence. The parachutists jumped from the right side of the LI-2. Two of the nine parachutists were equipped with double parachutes but contrary to previous observations, the two parachutes were of the same size. After flying two more circles over the field, the plane landed and then taxied back to the take-off point at the eastern end of the runway, where 50 to 60 men equipped with parachutes were standing. A truck with trailer, possibly a radio truck, was parked at the north side of the runway. A black sedan and a Po-2 were observed beside this truck. New parachutists boarded the LI-2 which took off again at 10:30 a.m. The plane again approached the field from the east and dropped six parachutists, two of whom were equipped with double parachutes. This time, the parachutists landed in the landing field area within the fence south of the runway. At 10:45 a.m., the plane made another approach and again dropped six parachutists, two of whom were again provided with double parachutes. Source observed through field glasses the parachutist who landed farthest to the west. This parachutist appeared to land with his knees sharply bent. He did not appear to use his risers. He was the only parachutist to land on the runway. When the group of parachutists landed, a truck pulled up near them and a man proceeded from parachutist to parachutist. He seemed to release them from their parachutes. Each time the individual groups of parachutists landed, three red parachutes about 1 meter in diameter were still in the air. Only some of these small parachutes opened. Moreover, [ ] small white pilot parachutes also about 1 meter in diameter with some of the larger parachutes. The pilot parachutes appeared when the large parachutes were at an altitude of about 400 meters. These pilot parachutes

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remained attached to the standard parachutes until they were about 30 meters above ground. Then they were detached from the parachutes and dropped to the ground at a faster rate than the other parachutes. Source observed that no objects were attached to the small parachutes. It appeared to source that the parachutists involved in the exercises were well trained. They directed the course of their parachutes very skilfully by operating the risers. An LI-2 landed at 11 a.m. and was then parked at the take-off point. At 11:10 a.m., the biplane took off, flew several left and right banks over the drop area, came in for a landing, but zoomed away to repeat the same maneuver. While the biplane landed, the LI-2 taxied to the hangars and the parachutists left the field. Shortly afterwards, the Po-2 also taxied away. Training activities were possibly stopped because of bad weather approaching from the west. During the day, there was an 8/10 overcast at an altitude of 800 meters with a light southeasterly wind. About 30 LI-2s were observed at the field. The truck with trailer left the field in the afternoon.

14 November. It snowed and the visibility was poor. In the evening the snow cover was 10 to 15 cm thick. By 16 November, the snow had melted. There was no flying from 14 to 16 November.

17 November. There was an 8/10 overcast; visibility was poor. One LI-2 was observed making a local training flight.

18 November. There was no flying. The weather was foggy.

23 November. There was a drizzle, the weather was overcast and visibility about 2,000 meters. There was no flying.

24 November. There was a 5/10 overcast with snow and rain; visibility was 1,000 to 2,000 meters. At 12:30 p.m., an LI-2 was pushed by eight men to the western end of the runway. At 12:50 p.m., the engines of the plane were started, the eight men boarded the plane and taxied back to the aircraft dispersal area. The plane, which had its door on its right hand side and was fitted with seven windows, had gray propeller hubs

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25 November. There was no flying. Visibility was 3,000 to 4,000 meters.

26 November. Visibility was 2,000 to 3,000 meters. Between 11 a.m. and 1 p.m., the engines of two LI-2s were started. Two other LI-2s were pushed to the taxiway and then returned to the aircraft dispersal area.

27 and 28 November. There was no flying. It snowed and there was fog.

29 November to 10 December. There was no flying, the weather was mostly unfavorable.

On 3 December, the landing field was covered with a layer of snow 15 cm thick. 30 LI-2s were observed at the field.<sup>1</sup>

2. By mid-November, the fence around the landing field was completed. Along the west side of the installation, this fence consisted of boards and had a gap in the extension of the runway. The board fence at the southern edge of the field continued as a barbed wire fence 2.20 meters high. There was a gap in the fence also in the extension of the runway to the east.

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3. The previously existing restrictions on issuing alcohol to Soviet military personnel were modified inasmuch as alcoholic beverages could now be issued to soldiers from sergeant upward. [redacted] from a worker that the prohibition had been handled very strictly prior to November, because the soldiers had been on alert status.

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25X1 4. No training activities were observed at the field from mid-November to 10 December. Trucks [redacted] were observed at the field. All the drivers wore black-bordered blue epaulets.<sup>2</sup>

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1. [redacted] Comment. Brandis airfield is occupied by an air transport regiment equipped with about 30 LI-2s. The small parachutes observed in connection with the parachute training were probably used with the dropping of equipment.

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2. [redacted]

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